reial Review of the Year 1838-Reen perative Tendencies of Trade-Commerce and the Currency Question-Tendency to Advance in Commercial Values-Comparative Recovery of the Manufacturing Inter-est-November Speculations and December Failures-Commercial Statistics of the Year. The month of December, concluding the year 1868, ike the same month in 1867, has been one of comnercial disaster, having been marked by several neavy failures in this city, among which may be mentioned that of the extensive firm of Lathrop,

Ludington & Co. In the single week from December 13 to December 20, 1867, the number of failure in New York city was nineteen, with aggregate lia-bilities of \$1,900,000, of which not more than \$760,000 was covered by the assets, against 107 suspensions of provincial houses with estimated liabilities of \$1,070,000, of which about fifty per cent was covered. The year 1867 closed with a prospect of commercial suspensions for January, 1868, which, had not prucauses interfered to arrest the logic ence of the facts, would have culminated in a ple, and was found in an over rapid depreciation of commercial values occasioned by three operative causes, viz:—First, the policy of an attempted over ulation. Secondly, the depression of the market nting to at least twenty-five per cent; and, lly, the oppressive profits of the national banktem, compelling commerce to pay a virtual of from fifteen to eighteen cents on every dollar of nearly one-half of the whole circulating was the natural result of an excess of production in 1865 and 1866, which led to a somewhat general prostration of the manufacturing in-1867, especially in cotton and wootien goods, and ended in numerous suspensions, particularly throughout the New England States. Heavy firms and old ones, which had weathered many a crisis, might be instanced by the dozen as having gone down under the pressure; and the rule in order to correct the excess of production and e the market time to work itself clear. Happily, wever, early in 1868 a sudden export demand g up; the market was speedily relieved by large tation, and before February had set in the prost for the year had brightened considerably, through sudden disappearance or the excess of supply. progress of contraction, and the halter about the business having been slackened a little comnercial men breathed more freely, and trade began to manifest symptoms of recovery from the effects of the asphyxiation which had been pulling at its throat banking system could be carried; the triple burden of the banking system, rapid contraction and excess of supply could not, and, relieved of the two latter, business revived and waxed brisk notwithstanding the pressure of the former. The extensive failures of the past month in this city, with aggregate limbilities footing up to six millions of dollars, have been due to causes other than those which prevalled in December, 1867, and are not to be taken as indicative of the unhealthy depression which then pervaded business circles. It is true that a steady depreciation of commercial values year; but that depreciation has been, never-

sioned very little inconvenience, manufacturers, ork off stocks on hand at a moderate profit on the capital invested, which was not the case in 1867, ugh not at the profit scale of 1864 and 1865, which were emphatically periods of money coining among cial men, while the year past has been on

forced contraction of the volume of currency, while that of 1828, sufficiently rapid and yet causing no general commercial atrimency, has been due to the fact that contraction has not been pressed: that is, has been normal and flexible in its tendency towards resumption. The conclusion is inevitable, therefore, that while forced contraction has been proved by the experience of 1857 to be ruinous, normal contraction, which is based upon the theory of permitting the country to absorb the excess by natural development instead of throttling its industry by withdrawing the excess from circulation, is promotive of commercial grosperity. A second conclusion is also equally inevitable and should constitute a leading consideration of the financial policy of the future. It is that an average depreciation of twenty per cent measures the extent to which the price scale can be lessened during any given year consistent with sound principles of commercial economy, and that with any increased percentage of depreciation disaster is sure to tread upon the heels of disaster; and any policy the result of which should be to depress values at a more rapid rate than for the past it would be unwise and disastrous to press upon the mere hobby of speedy resumption. In fact, resumption of coin payments and convertibility are a couple of financial figments which, insisted upon in influential quarters, have done more to danage trade than the hedging it in with taxes upon taxes in every direction.

The December disasters of 1868, serious as they may have been, have been due rather to the November monetary derangement than to any other cause. Within three months, ending with the last of November numsual fluctuations in the gold premium had taken place, the range of fluctuation having been eighteen points from extreme to extreme, and having frequently gone as high as ten points. Considerable variation in monetary values followed as a consequence. Unfortunately thus far the suspension of coin payments has operated to produce a strong speculati consideration also that upon the majority of these transaction a commission ranging from one-sixteenth to one-eighth per cent is paid, and that large profits are amassed from the leading of coin; and the importance of this speculative interest and its power to embarrass trade are understood. The interest of the gold speculator involves the creation of the widest possible fluctuations of the gold premium; and, with the facility for extensive combinations always at hand, it is clear that an even range of the premium is quite impossible to maintain; and hence trade is perpetually baffled by unnecessary risks occasioned by the fluctuation of monetary values, while commerce is rendered unduly speculative and uncertain, and demorralization, more or less extensive, results as a logical sequence.

An analysis of the magraphysis of the content of the magraphysis of the second of the content of the magraphysis of the content of the magraphysis of the second of the content of the magraphysis of the content of the content of the magraphysis of the content of the magraphysis of the content of the content of the magraphysis of the content of

by the fluctuation of monetary values, while commerce is rendered unduly speculative and uncertain, and demoralization, more or less extensive, results as a logical sequence.

An analysis of the movements of trade for the past two months affords the best possible illustration of the effect of this wast speculative interest in deranging the natural sanity of commerce. Importers in September and October, anticpating a fail in gold after the November election as a result of the election and of the free exportation of breadstuffs and cotton, postponed their remittances instead of remitting, as is the rule, after realization upon their goods. Holders of gold, taking advantage of this fact, used every expedient after election to maintain the premium. A resort was then had by the importers in many cases, to, borrowing with the interfloit to return the gold at the authoritied decline; and, here again, he was baffled by a combination to render gold artricially scarce for the purpose of exacting a high rate of interest on loans. The fail movement of breadstuffs was prevented in a similar way. A fall of ten per cent, effected by combination, in the price of gold was brought to bear in order to produce a corresponding fail in the price of grain, which farmers maturally resisted by withholding their stocks. Western dealers also held their stocks back rather tenaciously; and the result was an accumulation of grain at the lake ports considerably in excess of what the banks were willing to carry, with a heavy decline in prices and consequent injury to dealers. This effectually stopped the export movement of October and November, diappointing the expectation of importers and compeling them either to buy gold at an artificial premium or to borrow it at an exorbitant rate of interest. The cotton trade was, also, in a great measure retarded by the same movement or manœuvre, in the carrying out of which in a couple of instances the funds of a large corporation, to the extent of several millions of dollars, were used in buying up go

where the control of course point and the point country and the course point and the course point and the country and the coun

sevenths, which is direct government paper. To enforce this theory of practical protection of their issues or expunge the offensive institution of national banks attogether would seem, therefore, to constitute a point of sound financial policy, demanding more immediate consideration, so far as it may affect the commercial interests of the country, than any question to be raised against the legal tender issue. At present there is no real accountability of the banks as principal debtors; or, in other words, they enjoy all the profits of banking with the further convenience of what amounts to immunity from its obligations to protect its notes—the country paying them fifty millions a year for the pleasure of handling their issues; and, in the interests of trade, the solution of this difficulty is of far greater consequence than any talk about convertibility can be.

Notwithstanding these drawbacks, to which the effects of the November fluctuations must be added, the prospect for the year current is far better than it appeared at the opening of the year 1989; and unless further contraction or a Quixotic removal of the foundation of the circulating medium by unwise legislation against the legal tender system should prevail, an advance in commercial values may be anticipated. The prospect to the laboring classes is also encouraging in the probable reduction of the cost of living. Already grocery jobbers have been compelled to abate the scale of prices which was in vogue at the beginning of the year; and, though this reduction has not affected the consumer, owing to the intervention of the middle men, it can hardly fail of doing so within a few weeks. This will pave the way for an adjustment of the cost of manufacture to the existing scale of values in the market, further restoring the equilibrium; and correcting to a considerable extent the risk involved in investing capital for manufacturing purposes, so that, on the whole, business may look forward to a year the tendencies of which, unless nullified by injudicious f

| New York City | Jan. 31 to 7eb. 28 | 25 | 26 | 28 to March 27 | 17 | March 27 to April 24 | 21 | April 24 to May 22 | 18 | May 22 to June 19 | 18 | June 19 to July 17 | 18 | July 17 to August 14 | 21 | August 14 to Sept. 11 | 15 | Sept. 11 to Oct. 9 | 29 | Oct. 9 to Nov. 6 | 35 | 421

Disastrous Fire at Bangor—Several Buildings and a Large Stock of Merchandise De-stroyed—Loss Estimated at a Quarter of

a Million of Dollars. At about seven o'clock last evening a fire broke out in the grocery store of Harris & Connor, on Broad-street, and spread each way until ten brick stores were destroyed, nearly all of them containing heavy stocks of goods. The following is a list of losses,

E. P. Baldwin, shoes; stock mostly saved; insured

les Hayward & Co.; loss \$65,000; insured for

George C. Pickering, groceries; loss \$7,000; insured for \$4,000.

or \$4,000.
George W. Ladd; loss \$40,000; insured for \$20,000.
C. H. Dunning; loss \$15,000; insured for \$4,000.
S. H. Dale & Co., ship chandlers; loss \$50,000.
Other parties have lost, but not heavily.
The total loss is estimated at \$250,000. Extensive Fire in New Haven—A Machine Shop and Other Railroad Buildings Con-sumed—Two Locomotives Destroyed—Loss

NEW HAVEN, Jan. 2, 1869. At about eleven o'clock last night the repair shops of the New York and New Haven Railroad Comfire from some unexplained cause. Although the firemen were promptly on the spot with their engines the flames made too rapid headway for them smith shops, together with two locomotives, were destroyed, the total loss being not far from \$100,000. It is stated that the insurance on the property burnt

The buildings being situated near the track, the débris covered it, blocking the road and preventing the passage of trains for a short time. The track was promptly cleared, however, and the down train left for New York at about half-past twelve.

TROY, N. Y., Jan. 2, 1869. W. Taylor's lumber yard was destroyed by fire yesterday morning. The loss is estimated at \$10,000;

active Fire in Philadel

The Late Destructive Fire in Philadelphia.

[From the Philadelphia Ledger, Jan. 2.]

The fire on Thursday night at the southwest corner of Broad and Cherry streets was attended with very heavy loss. The building belonged to the Reading Railroad Company, and had been used originally for a depot, and afterwards as a United Stateshospital. It was three stories high, built of brick, with grante dressing, and was a very substantial structure. It had a front of 116 feet on Broad street and a depth of 128 feet on Cherry street. Its cost was \$63,000, but at the time of the fire was valued at \$50,000, Messrs. James R. Morchead & Co., commission merchants, were the lessees from the railroad company, and the sub-tenants were Messrs. Etting & Co., J. P. Perot & Brother, M. Geiselman, Jr., & Brother, D. Shelmire & Co., Steele & Cookman, and A. J. Andrews. General Bodine, flour inspector, man as news in the building. There was an immense quantity of flour, which, cover, appleas, food and other produce in it, comprising 1,500 barrels of flour, 500 tons of feed, 5,000 bushels of oats, 1,000 bushels of whiskey, besides a quantity of coverseed and fruit. The losses and insurances of the occupants are as follows:—James R. Morchead & Co., loss \$15,000, insurance \$20,000; Etting & Co., loss \$15,000, insurance \$20,000; insurance \$20,000 insurance; D. Shelmire & Co. lose \$5,000, which is nearly if not quite covered by insurance; the loss of Steele & Co. is estimated at \$3,000, upon which there is an insurance of \$2,500; A. J. Andrews losses about \$5,000 worth of stock, and is insured for \$3,000. The entire loss on stock will reach nearly \$200,000, making the total loss about \$20,000. The rist is divided among New York and New England companies. The neighboring dwellings and places of ousiness were for a time in great danger. Out they were all saved through the efforts of the firemen. It is not known how the fire originated.

WILD LIPE UNDER THE EQUATOR. Narrated for young people. By Paul Du Chaillu, author of "Discoveries in Equatorial Africa," "Stories of the Gorilla Country," &c. With numerous engravings, Harper & Brothers, New York.

Mr. Du Chaillu has an inexhaustible store of

highly interesting matter about Africa and his ex-raordinary adventures in parts of that country cessively his "Explorations and Adventures in Equa-"Stories of the Gorilla Country," and now this charming book, "Wild Life Under the Equator." So strange, varied, exciting and unlike anything else are the stories of his adventures and discoveries that a great many people suppose that Mr. Du Challiu is a myth and that these books are the work of some other highly imaginative and gifted individ-ual. Even our scientific men and naturalists were so surprised at his statements when he first returned from Africa that they appeared to be incredulous and gave him the cold shoulder. In fact, his adventures are more romantic than the most remarkable romance, and yet all are true and honestly narrated. That universally popular story of "Robinson Crusoe," whether real or unreal, is less romantic or extraordinary than the veritable experience of Paul Du Chailiu in Equatorial Africa. When it is considered that this bold and indefatigable explorer was more than eight years among the savage negro tribes near the equator, no other white man with or near him, and where no other white man with or near him, and where no other white man with or near him, and where no other white man with or near him, and where no other white man had ever been before, it will not appear surprising that he should have a large store of wonderful adventures to narrate and that he should find a public greedy for his works as fast as he can publish them. Then his discovery of the gorilla and many other animals, as well as plants and important facts bearing upon natural history, makes his books a most valuable contribution to science. But in addition to all this there is a freshineas and charm in the style of writing that captivate the reader and lead him along, as if reading a charming fary tale. This last took of Mr. Du Chailiu, "Wild Lite Under the Equator," is worked up, or, as the author says, "narrated for young people," that is, it is written in a familiar, easy style, as adapted to the understanding and to please young people; but it is none the leas interesting to those of mature age, or even to the learned. As a proof of the great popularity of this book, it may be mentioned that 5,000 copies were sold by the publisher the first week after its publication, and the number printed was not equal to the demand. Some unprincipled publishers, seeing the favor with which Mr. Du Chailiu's works are received by the publisher the first week after its publication, and the municiple publishers, so surprised at his statements when he first returned from Africa that they appeared to be incredulous from Africa that they appeared to be incredulous and gave him the cold shoulder. In fact, his adventures are more romantic than the most remarkable romance, and yet all are true and honself the cold shoulder. In fact, his adventures are more romantic than the most remarkable romance, and yet all are true and honself the cold shoulder. In fact, his adventures are more romance, and yet all are true and honself the cold shoulder. In fact, his adventures are more romantic than the most remarkable romance, and yet all are true and honself the cold shoulder. In fact, his adventures are more romantic than the most remarkable romance, and yet all are true and honself the cold shoulder. In fact, his adventures are more romantic than the most remarkable romance, and yet all are true and honself the cold shoulder. In fact, his adventures are more romantic than the most remarkable romance, and yet all are true and honself the cold shoulder. In fact, his adventures are more romantic than the most remarkable romance, and yet all are true and honself the cold shoulder. In fact, his adventures are more romantic than the most remarkable romance, and yet all are true and honself the cold shoulder. In fact, his adventures are more romance, and yet all are true and honself the cold shoulder. In fact, his adventures are more romance, and yet all are true and honself the cold shoulder. In fact, his adventures are more romance, and yet all are true and honself the cold shoulder. In fact, his adventures are more romance, and yet all are true and honself the cold shoulder. In fact, his adventures are more romance, and yet all are true and honself the cold shoulder. In fact, his adventures are more romance, and yet all are true and honself the cold shoulder are more romance, and yet all are true and honself the cold shoulder are more romance, and yet all are true and honself the cold shoulder are more romance, and yet all are true and honself the cold shoulder are more romance, and yet all are true and honself the cold shoulder are more

will interest all who have the "touch of nature" which "makes the whole world kin."

Magazinea.

The National Quarterly Review, vol. XVIII., No. XXXV. December 1898. New York: American Kews Company, &c.

Of the eight articles in this number of the "National" there are but two calculated to awaken a more than ordinary interest in the reader. "Infernal Divinities, Ancient and Modern," and "The Phenomena of Sound" are well written, interesting reviews. But are we not tired of Orangemen and Orangeism in Ireland? Have not reviews of Burns' life been so multiplied that people have almost become weary of reading them? It is not difficult to overdo anything; it is comparatively easy to satiate the public with lives of men, however great they have been of may be. Can our reviewers discover no new vein of thought, and must they ever traverse that oft, too oft beaten track of liferature, that endless circle? The literature of the day is confined in a "ring" as absolute as the "whiskey," "Erie," "Albany" or "Tammany" rings. Innovations, no matter how startling, would be acceptable—almost anything, in fact, which strikes out a new path for literature, The present number of the "National Quarterly Re-

view" is severely respectable, and that is about all THE OVERLAND MONTHLY. December, 1868. Francisco: A. Roman & Co. New York: Ame News Company.

We have had occasion in noticing previ bers of this magazine to speak favorably of its con-tents. All that has been said heretofore we cheerfully repeat. There is not an article in the present number which is not interesting. The "Overland Monthly" bids fair to become one of the leading magazines in the country. HUNT'S MERCHANTS' MAGAZINE AND COMMERCIAL REVIEW. December, 1868. William B. Dana, publisher

by department reports and reviews of them. Good Words for the Young Folks. Dec 1868. Strahan & Co., London.

While there is much in the magazine before us that will interest and improve the minds of children, there are some articles which should not be placed in a work designed for "young folks." There is not the slightest necessity of filling the minds of the youthful with nonsense, "As the twig is bent," &c.

TELEGRAPHIC NEWS ITEMS.

The Minnesota Legislature convenes on Monday. Aaron Tyler, formerly Judge of the Circuit Court at Rock Island, Ill., and latterly of the Chicago bar, died in the latter city on New Year's. J. A. Millard, a lawyer and prominent citizen of

Troy, N. Y., died in that city Friday night, aged fifty-eight years. Inty-eight years.

Henry P. Baidwin, Governor elect of Michigan, took the oath of office at Lausing on New Year's. The Legislature convenes there next Wednesday.

Alonzo Turner, of Auburn, was accidentally shot and killed by his brother at Mechanic Palls, Me, yesterday. The accident was caused by the removing of a cap from the gun, which produced the discharge.

EUROPEAN MARKETS.

LONDON MONEY MARKET.—LONDON, Jan. 2—1
P. M.—Consols 92% for both money and the account. United States five-twenty bonds quiet at
74%. Stock market firm. Erie flat at 25%.
PARIS BOURSE.—PARIS, Jan. 2.—The Bourse is
firmer. Rentes, 70f. 17c.
FRANKFORT BOURSE.—FRANKFORT, Jan. 2.—
United States five-twenty bonds, 79% for the issue of
1862. LIVERPOOL PRODUCE MARKET.—LIVERPOOL, Jan .—Evening.—Common rosin, 5s. 9d. per cwt. Tur-LIVERPOOL PRODUCE MARKET.—LIVERPOOL, Jan 2—Evening.—Common rosin, 5s. 9d. per cwt. Turpentine, 27s. 9d. per cwt.

LIVERPOOL PROVISION MARKET.—LIVERPOOL, Jan. 2—5-30 P. M.—Cheese, 70s. per cwt. for the best grades of American fine. Pork, 89s. per bbl. for Eastern prime mess.

LONDON PRODUCE MARKET.—LONDON, Jan. 2—5-30 P. M.—Tallow, 48s. per cwt.

PETHOLEUM MARKET.—ANTWERP, Jan. 2.—Petrolaum, 53/4f. for standard white.

EUROPEAN MARINE NEWS.

QUEENSTOWN, Jan. 2.—The bark George S. Brown, Capt. Talpey, which salled from Hamburg on the 20th of Novemberl for New Yorks has put in here in a leaking condition, having experienced heavy weather.

LONDON, Jan. 2.—The North German Lloyd Company's steamahip Rhein, from New York, when entering the Weser grounded on the Nordway and sprung a leak. She will have to go into dock for repairs.

SHIPPING NEWS.

Almanae for New York--- Tals Day.

Sun rises 7 25 | Moon rises.... eve 10 58 Sun sets 4 45 | High water eve 12 23

JANUARY 2-9 A. M.

New York...

PORT OF NEW YORK, JANUARY 2, 1869.

Herald Packages.

Captains and Pursers of Vessels arriving at this port will please deliver all packages intended for the Heral-Dio our regularly authorised agents who are attached to our Steam Yacht fleet. The New York Associated Press do not now collect marine reports nor attend to the delivery of packages, as will be seen by the following extract from the proceedings of the regular monthly meeting held March 3, 1865:

Resolved, That on and after April 1, 1856, the Associated Press will discontinue the collection of ship news in the harbor of New York. Passed unanimously.

SP The office of the Herald steam yachts JANES and JEANETYR is at Whitshall slip. All communications from owners and consignees to the masters of inward bound rescale will be forwarded free of clarge.

CLEARED.

Steamship Rapidan, Mailory, Havana and New Orleans—dvingston, Fox & Co. Steamship George Washington. Gager. New Orleans—H B rison. Steamship Manhattan, Woodhull, Charleston—H R Morgan & Co.

Steamship Valuation, Searie, Aspinwall—Panama Railroad Co. Bark Magdalens, Searie, Aspinwall—Panama Railroad Co. Bark Templar, Davison, Baltimere—E.F. Davison & Co. Brig Sal (NG), Mathiesen, Rio Jinetro—Pendergast Bros. Brig Vanedey (NG), Muller, Pernambuco and Bahia—C. Brig Camilla (Br), Strout, Remedies and Caibarien-I

on. Schr Susan, Jackson, Philadelpha—Laraway & Plymer. Schr Expedite, Clark, New Havel—G K Rackett & Bro. Schr S P Godwin, Waterbury, Stanford. ARRIVALS.

REPORTED BY THE HERALD STRAM TACHUL.

Steemship Franconia, Sherwood, Portland, with mose, to J
FAMES.

Brig Memphis (Br), Sanfard, Cow Bay, CB, via Halifax, 18
days, with coal, to H J DeWolf & Cs.

Brig Henry Means, Wentworth, Providence, in ballast, to
master.

Schr Laura Pride, Haskell, Anguilla, 17 days, with sait, to
Jones & Lounh. Had moderate weather.

Schr Comrade (Br), Dais, Charlotteswn, PEL, 22 days,
with potatose and oats, to B J Wasterg, Had strong westerly gales the whole voyage; carried away jibboom, stove bulwarks and soilt sails.

ly gales the whole voyage; carried away jibboom, stove but-warts and spill salls.

Schr Morelight, Bradford, Calais via Providence, where she discharged.

Schr James O'Donohue, Foster, Bangor via Providence, where she discharged.

Schr Chase, Ingraham, Rockland, 5 days, with lime, to W S Brown.

folk,
Schr Sabino, Collyer, Rockport, S days, for Virginia.
Schr Mary J Lockwood, Hunt, Boston.
Schr Queen of the Fleet, Frewer, Fall River.
Schr Jacob Raymond, Holt, Providence.
Schr Morning Star, Harting, Providence for Norfolk.
Schr Amos Falzenburg, Tyrrell, Frovidence for Elizabethrort.

Schr Annos Fainenburg, Tyrrell, Frovidence for Norfolk.
Schr Amos Fainenburg, Tyrrell, Frovidence for Elizabethport.
Schr Amos Fainenburg, Tyrrell, Frovidence for Elizabethport.
Schr Emes A Fitch. Allen, Newport.
Schr Emms, Johnson, New Haven for Philadelphia.
Schr Emms, Johnson, New Haven for Philadelphia.
Schr Lucia B Ivea, Rogers, Sag Harbor.
Annexed is the report of the steaminh Erin. Captain Welg,
ster, which arrived off the Lightshiv resterday morning, the
stern, which arrived off the Lightshiv resterday morning, the
storm, did not set up to the city unit this morning:—Left
Liverpool Dec III: esperienced vary heavy washer and severe westeriy gaies from the 18th to the 37th, harometer ranging from 2.10 to 29; on the 17th the gaie increased, with high
cross sea running, vessel laboring heavily and taking on
board larg quantities of water, gai increasing to a hirricane, with fearful high sea; stove in fore hatch, filling the sabone and lower decks with more han a foot of water,
shipped another heavy sea from the mainmant to right aft,
filling main deck; stove in the wheshouse and heroid and
continued the storm of the same of the same decks and service equally, vessel rolling axont heavily; ills, fresh
and territe equality rolling heavily; Eth, strong breeze, high
across ma, squally, vessel rolling axont heavily; ills, fresh
gate, increasing to heavy gale, with hall and rain, shipping
heavy seas and filling fore part of deck; stove in No 3 hatch,
a quantity of water going between decks; all hatches bettened down; 25d, gale continued, shipping water and laboring
very month, heavy head eas, 25d, gale moderate to fresh
breeze, high sea going down; 25th, strong breeze, high
across sea, squality, water moderating, strong breeze, high
across read of the strong in the season of the strong in our strong to the
gain hard season of the strong treese, in oreasing to sterong cloudy weather; 25d, strong breeze, high
across sea, squality, of water going between decks; all hatches bettened down; 25d, gale co

SAILED

Staumships City of Baltimore, Liverpool; Europa, Giasgow; Gen Grant, and Geo Cronwell, New Orleans; Rapidan, dovin Havana; Nontsomere, Savannah; San Salvador, do; Manbattas, Charleston, Kary Sanford, Wilmington, NC: S Terry, Newbern; Isnac Bell, Richmond, &c; E C Knight, Georgetown, DC.

Wind at sunset NE, light.

BARR JANE ADRLING Captain L B Latham, of the schr Frank Palmer, at Jacasonville 20th uit from Bostop, reports

that on Sunday, Dec 13, in lat 35 a5, ion 68, he app Jane Adeline, of and from Portland for Garden ter of which stated that on the southern edge of mainmast at the bounds, miszenmhat in par-everything attached, and had bore up for Ber foresalt, foretopsail and jib, for repairs.

Buro Burns, from Point-a-Pitre (Guad), put into Char on lat inst leaking and with crew sick.

Some Porrer King, from Puget Sound for Honolint San Francisco on the 17th ult to repair, having 14th, to lat 23 20, lon 128, carried away spring stay an mast about 20 feet above the deck.

Some Harrierta, from Tomales for San Francis ashors 12th ult about one mile from Tomales bar; as latoes and wheat) a total loss. It is thought that it can be saved with the aid of a tug. Crew saved. SCHE LAUREL (of Hancock, Me), from Balt Ellsworth, with a cargo of corn, dragged ashere in lown harbor during the storm of 1st linst, but came out damage.

Out damage.

SCHE CAMILIA—Eastport, Me, Jan 2—The schr Can owned here by Mesars Hume & Co, Paine, and R Bowe total loss. She had 1500 barrels hering on board. The no insurance on the vessel; the cargo is partly insured.

THE HOLL OF AN AMERICAN SCHOOLER, on her tends, both masts standing and one annotor on her bow passed Dec 7, 30 miles NK of Porto Rico. The schooler apparently new, and seemed not to have been long in condition.

Borron. Jan 2—A burned wreck of a vessel was passe Vineyard Sound to-day, supposed to be a ship or steamen particulars. A party has left Wood's Hole to ascertain name, &c. London, Dec 31-The Ocean's Hope, from Antworp New York, lies stranded on Kaloot Bank, and has fore:

THE NEW CLIPPER SHIP SOVEREIGN OF THE SEAS-IS THE NEW CLIPPER SHIP SOVERHON OF THE SEAR—In the production of this noble chipper Mr Donald McKrs, the builder of the Great Republic, has fairly surpassed all his other productions, and this is saying much, when we call to mind that he has designed and built the Flying Cloud, Roo mance of the Sea, Flying Flah, and many others—the Flying Cloud making five passages to San Francisco, averaging 10 days, and the Romance of the Sea and Flying Flah averaging 10 days, which have had no equals for speed and other searong qualities. This site is 1502% tons register, is fitted out mapped to style, rates Al? for 9 years, and is commanded by Captain Baxier, an able and experienced seaman, every way on the season of the

Whalemen Bark Mars, Allon, cleared at New Bottore 18t inst for South Pacific Oceans.

Bark E Corning, Taber, of NB, was at Isle of Bourhon Oce 24, having taken 100 bbis ap oil last cruise.

Ship Young Phenix, Sherman, of NB, was at St Denis Oce 29, having taken 150 bbls ap oil the last season. Was bount to cruise thence to Madagaacat, and then South, right whaling Would be at Mauritius in May nert.

Bark San Queen, Mooers, of Westport, was at Mauritius Last San Queen, Mooers, of Westport, with 1450 bbls oil.

Salled from Mauritius Oct 37, barks Sea Queen, Mooers, of Westport, to cruise and home; Slat, Cherokee, Eldridge, NB bound South.

Sincken.

Spoken.

Bark Sandy Hook, Barstow, from Palermo for New York, Schr Elisa B Emery, from Philadelphia for Mobile, Dec 21, off Key West.

BREMERRAYEN, Jan 1—Arrived, steamship Raschen, NYork. Glassow. Jan 2—Arrived, steamship Brit Raschen, NYOTE.

GLASGOW. Jan 2—Arrived, steamship Santiago de Cub
NYOTE.

HAVANA. Dec 31—Arrived, steamship Santiago de Cub
Macdiarmid, NYOTE for New Orleans.

ISLE OF SAL, NOV 12—In port bark Warren Hallett, Ca
ISLE OF SAL, NOV 12—In port bark Warren Hallett, Ca
field, from St Vincent, CV, to sall for Bona Vista next day.

ALEXANDRIA, Dec 31-Sailed, steamship En APPONAUG, Dec 31—Arrived, schr I B & F L, Scott, Eli: APPONAUG, Dec SI.—Arrived, schr I B & F L, Scott, Elizabethport.

BOSTON, Jan 1.—Arrived, brigs W N Z (Br.), Acker. Sf Martins: Thomas Campbell (Br.), Lewis, Turks Islands: Tangier, Grant, Savannah; sekra Ald (Br.), Hacon, Iale Sai; S A stammond, Wiley, Georgetown, DC. Below, at anchor in the Roads, brig Ollmor Meredith, and schr Robert Noble, bound out; schr Pratire Brd, supposed bound in.

3d.—Salied, steamships Siberia (Br.), Martyn, NYork; Geo Botto, 1988.

Botton: Carroll, Hudgins, NYork.

Cleared.—Steamship Blackstone, Howes, Boston via Norfolk (and salied).

Salied.—Steamship Brilin.

CHARLESTON, Dec 29.—Cleared, schrs Amos Edwards, Somers, Boston; 35th, Charles Comery, Kulin, Fall River.

Jan 1.—Arrived, steamship Charleston, Berry, NYork; bril Furus, Points.—Fitze. Below, ship Amella, from Nyork; basksmam Funder, from Liverpool.

2d.—Salied, steamship Charpico, Lockwore, and Magnodia, Crowell, NYork; sith U H Southas—M. Growell, NYork; sith U H Southas—M. Growell, NYork; sith U H Southas—M. Growell, NYork; sith O H Southas—M. Growell, NYork; sith U H Southas—M. Arw Orleans; schr

Bontrares Monrosch, Jan 2.—Arrived, brigs Water Witch, FORTERSS MONROS, Jan 2.—Arrived, brigs Water Witch, FORTERSS MONROS, Jan 2.—Arrived, brigs Water Witch, FORTERSS MONROS, Jan 2.—Arrived, brigs Water Witch.

man, NYork.
FORTRESS MONROE, Jan 2—Arrived, brigs Wate
FORTRESS MONROE, Jan 2—Arrived, brigs Wate
FORT BLOCK STORY OF STORY OF STORY OF STORY
FOR PASSED UP for Baltimore, schr Blue Jacke Halifar.

PALL RIVER, Jan 1—Arrived, schr Cariton Jane, Browing Gorgetown, DC.

GALUERTON, DC.

GALUERTON, Dec. 28—Arrived, sieamship Tillie, Sturge Nyork; achr G W Worthly, Guinety, Matanzas.

Cleared—Bark Emille, Mever, Bromes, Hollands, Brown, Brown, Brown, Grand, G. S. Saled—Schr Henry Hobart, Defiance, Laurel, and San Saled—Schr Henry Hobart, Defiance, Laurel, and San Louise.

Jan AM — Arrived, schrs Thomas Fish, Willey, Savann for Boston; Lucy D, Higgins, Richmond for do.

Land Harrived, Savann Palmet Jackson VILLE, Dec 29—Arrived, Sahr Frank Palmet Jackson VILLE, Dec 29—Arrived, Sahr Frank Palmet NEW ORLEANS, Dec 97—Below, coming up, ships Law, , Schludon, from Liverpool: waiting orders, Anzilla, from

RWPORT, Dec SI, PM—Arrived, brig Matron, Megail ston for Jacksonville: schrs Joseph Fish, Turner, Fr ce for do: Ann Carlett, Westcott, do for Haltimore. deance for do; Ann Carlett, wearcott, our chainmose for Elizabethport.

Jan 1, A.M.—No arrivals, and no vessel salled. Wind NEgblowing heavy, with snow.

Jan 1, A.M.—No arrivals, and no vessel salled. Wind NEgblowing heavy, with snow.

Calais for NYOrk. Dec 31.—Salled, schr S T King, Parsons, Calais for NYOrk.

PORTLAND. Dec 31.—Arrived, schrs Fannic A Bailey,

PORTLAND. Dec 31.—Arrived, schrs, Fannic A Bailey,

FORTLAND. Dec 31.—Arrived, Norton, Rockland for do Yanguard, Horn, St George for do; Euleta, Dunham, North
port for do.

Cleared.—Brig Landora (Br), Rolf, Sagua.

SAVANNAH, Jan 1.—Arrived, steamship Cleopatra, Pittlips, NYOrk; U S schr Bache, Key West.

2d. Arrived, hip Lady Hawslock, St Thomas; barks Alhert,

Cork; Baltic, Spain; brigs Altavela, Boston; Plate, Rio Jaefro.

neiro. Clearel —Steamships San Jacinto, Atkins, and Huntsville, Crowell, New York; ship Star of the West, Amsterdam; schr Fred Fish, Portland.

MISCRLLANEOUS.

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76, 71, 78, 23, 65, 40, 36, 19, 56, 87, 3, 6, 18.

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66, 68, 81, 62, 36, 46, 46, 21, 38, 18, 30, 65, 16.

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